

**MINUTES OF THE
TRANSPORTATION, ENVIRONMENTAL QUALITY & NATIONAL GUARD
APPROPRIATIONS SUBCOMMITTEE
Room W010, West Office Building, State Capitol Complex**

Monday, February 4, 2008

MEMBERS PRESENT: Sen. Carlene Walker, Co-Chair
Rep. Wayne Harper, Co-Chair
Sen. Fred Fife
Rep. Glenn A. Donnelson
Rep. Neil Hansen
Rep. Neal B. Hendrickson
Rep. Todd E. Kiser
Rep. Becky Lockhart
Rep. Patrick Painter
Rep. Kenneth Sumsion

MEMBERS ABSENT: Sen. Sheldon Killpack
Sen. John Valentine

STAFF PRESENT: Mark C. Bleazard, Fiscal Analyst
Rosemary Young, Committee Secretary

Note: A list of visitors and copy of handouts are filed with committee minutes.

Sen. Walker called the meeting to order at 2:11 p.m.

MOTION: Rep. Donnelson moved to approve the minutes of the January 28, 2008 meeting. The motion passed unanimously with Rep. Lockhart and Rep. Painter absent for the vote.

Department of Transportation

John Njord, Director of the Department of Transportation, and Carlos Bracerias, Deputy Director, responded to legislative questions with handouts and discussion. It was pointed out that the Centennial Highway Fund was created in 1997 and that when that program is done the funds now going into CHF will go into the Transportation Investment Fund. The Deputy Director reviewed the finance plan and scope of work for the I-15 project in Utah County. They are currently at the "respond to comments" phase of the environmental impact process. The project includes 43 miles, 19 reconstructed interchanges, 2 new interchanges, and 2 lanes added in each direction plus auxiliary lanes and frontage roads. It was pointed out that there are fewer alternate routes for drivers in Utah County than there were in Salt Lake City for the redo of I-15. Funding scenarios were discussed such as a full build or a phased approach or using 100% of the cash flow or 80% of the cash flow available. The figures are based on 2006 \$'s, and inflation approximates \$400,000 per day on a project of this size.

MOTION: Rep. Harper moved to approve the base budget for FY 2009 for Engineering Services in the amount of \$29,716,400. The motion passed unanimously with Rep. Hendrickson absent for the vote.

MOTION: Rep. Harper moved to approve a one-time appropriation of \$200,000 from the Transportation Fund in FY 2009 for the purchase of an X-Ray Fluorescence spectrometer. The motion passed unanimously with Rep. Hendrickson absent for the vote.

MOTION: Rep. Harper moved to approve the base budget for FY 2009 for Region Management in the amount of \$25,795,900. The motion passed unanimously with Rep. Hendrickson absent for the vote.

MOTION: Rep. Harper moved to approve the base budget for FY 2009 for Support Services in the amount of \$28,016,500. The motion passed unanimously with Rep. Hendrickson absent for the vote.

Director Njord discussed the Southern Parkway in Washington County, presently under construction. He pointed out that this parkway will eventually meet SR 9 which is anticipated to become the highest volume surface street in the state's system. In the future it may be necessary to make this a limited access route.

The Mountain View Corridor Project is planned to be a Partial Build New Construction. It is planned to be 2 lanes in each direction with bridges over 2700 S and 3100 S. The committee was shown the breakdown of daily traffic estimated in 2012 over portions of the corridor. There will be at-grade intersections with signals.

Director Njord reported that the Choke-Point projects have been successful and accounted to the committee for the funding that was received last year. The Department tries to keep the projects small (in the \$5,000,000 range) allowing more projects to be done. Generally the projects can be done quite quickly with a simple environmental process and no need to acquire right of way. Public response has been positive to projects that have been completed.

Kane Loader, city administrator, Midvale City, and John Hiskey from the mayor's office, Sandy City, distributed handouts concerning the need for improvements to State Street from 7200 South to 9000 South. Problems are lack of sidewalks, bus stops which block 25 % of the traffic flow, poor drainage, poor lighting, and a decrease in lanes creating "bottleneck" conditions. The problems are stifling economic development in the area. The cities have investigated a variety of ways to find funding for the project. UDOT estimates that the project would be \$85,000,000 from 6200 South to 9000 South and therefore does not fall into the "choke-point" category.

The Department distributed a list of Statewide Bridge Needs ranked in order of the greatest need.

Another handout was a list of projects as they are prioritized by the Department in the Decision

Support System showing that the State Street upgrade is listed as number 18.

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Construction

Mark Bleazard, Fiscal Analyst, reviewed the Construction Management base budget at \$347,175,200 divided as follows: \$114,523,100 to Rehabilitation/Preservation, \$91,527,500 to Federal Construction New, \$36,124,600 to State Construction New (state highway projects that are deemed necessary but might not be eligible for federal funding), and \$105,000,000 to the Transportation Investment Fund. The sources of these funds are: \$35,000,000 from the General Fund, \$28,093,800 from the Transportation Fund, \$105,000,000 from the Transportation Investment Fund of 2005, \$152,831,400 from Federal Funds, \$1,550,000 from Dedicated Credits Revenue, and \$24,700,000 from Designated Sales Tax. The Analyst is also recommending an appropriation of \$30,000,000 one time from the General Fund in FY 2009 for advanced right of way acquisition. An appropriation of \$70,000,00 one time General Fund in FY 2009 for bridge replacement construction is recommended. Finally, the Analyst is recommending \$160,000,000 one time from the General Fund in FY 2009 for Choke Point/Safety and Congestion Relief.

One-time as opposed to on-going funding was discussed.

Operations/Maintenance Management

As a point of information the committee was told that the Capital Facilities Committee is recommending \$4,500,000 of Transportation Funds to replace two maintenance facilities, one in St. George and one in Hurricane, with a single one in Hurricane. The Analyst pointed out that the Operations/Maintenance Management Division is the second largest in expenditure of funds in the Department with the responsibility of maintaining approximately 16,300 lane miles of roadway. The recommended base budget for FY 2009 is \$130,008,400 divided as follows: \$3,886,900 for Maintenance Administration (money set aside for emergencies which can be used in any district where it is needed); \$17,122,300 for Region One Maintenance; \$24,067,900 for Region Two Maintenance; \$16,769,800 for Region Three Maintenance; \$10,905,200 for Richfield Maintenance District; \$11,917,500 for Price Maintenance District; \$10,995,600 for Cedar City Maintenance District; \$1,427,700 for Seasonal Pools (employees hired during peak maintenance and construction seasons with no permanent FTEs assigned); \$3,928,700 for Lands and Buildings (projects costing less than \$250,000); \$16,225,900 for Field Crews; \$163,600 for Sign Operations; \$2,809,100 for Traffic Safety; \$8,312,700 for Traffic Operations Center; and \$1,475,500 for Maintenance Planning. The Analyst also recommends the following intent language for FY 2009:

It is the intent of the Legislature that any and all collections or cash income from the sale or salvage of land and buildings are to be lapsed to the Transportation Fund.

There is appropriated to the Department of Transportation from the Transportation Fund, not otherwise appropriated, a sum sufficient, but not more than the surplus of the Transportation Fund, to be used by the Department for the construction, rehabilitation, and preservation of State highways in Utah. It is the intent of the Legislature that the appropriation fund first, a maximum participation with the federal government for the construction of federally designated highways, as provided by law, and last the construction of State highways, as funding permits. It is also the intent of the legislature that the FTEs for field crews may be adjusted to accommodate the increase or decrease in the Federal Construction Program. No portion of the money appropriated by this item shall be used either directly or indirectly to enhance or increase the appropriations otherwise made by this act to the Department of Transportation for other purposes.

The Analyst recommends an appropriation from the Transportation Fund for FY 2009 of \$2,348,400 to add 16 FTEs to assist with the maintenance of the additional lane miles added recently. Also recommended for FY 2009 is the appropriation of \$2,000,000 from the Transportation Fund to help offset inflation. This is a 1.24% increase.

B & C Roads

The base budget recommendation for B & C Roads is \$126,608,700. Title 72-2-107 appropriates 30% of the revenue collected in the Transportation Fund to the B & C Road Account. The funds in this account are distributed to cities and counties based on the following formula: 50% based on the percentage that the population of the county or municipality bear to the total population of the State and 50 % based on the percentage that the B & C Road weighted mileage of the county or municipality bears to the total B & C Road total weighted mileage. New revenue estimates and final expenditures from other Transportation Fund appropriations will likely necessitate adjusting this final appropriation.

There was discussion as to the assurance the Legislature has that B & C Road funds are in fact used as designated. Director Njord affirmed that there are professional audits of the cities and counties, and probably the entities are spending more money than they are given through the B & C Road appropriation.

MOTION: Rep. Painter moved to adjourn the meeting. The motion passed unanimously with Rep. Hendrickson and Rep. Lockhart absent for the vote.

Sen. Walker adjourned the meeting at 4:07 p.m.

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